BookletChart™

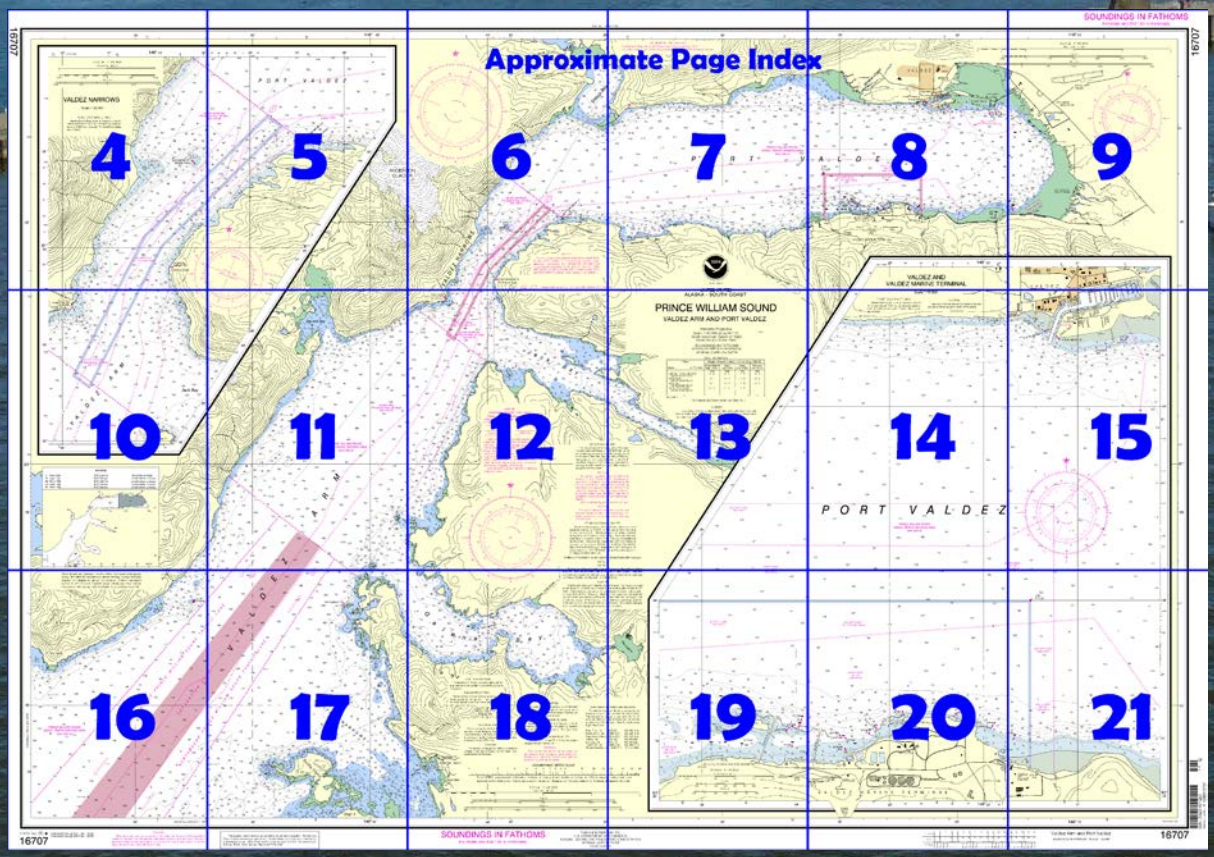
Prince William Sound – Valdez Arm and Port Valdez

NOAA Chart 16707

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

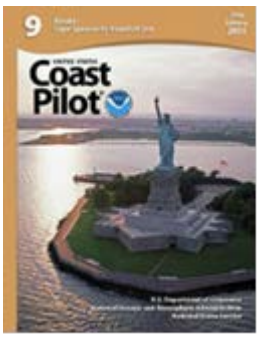
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16707.

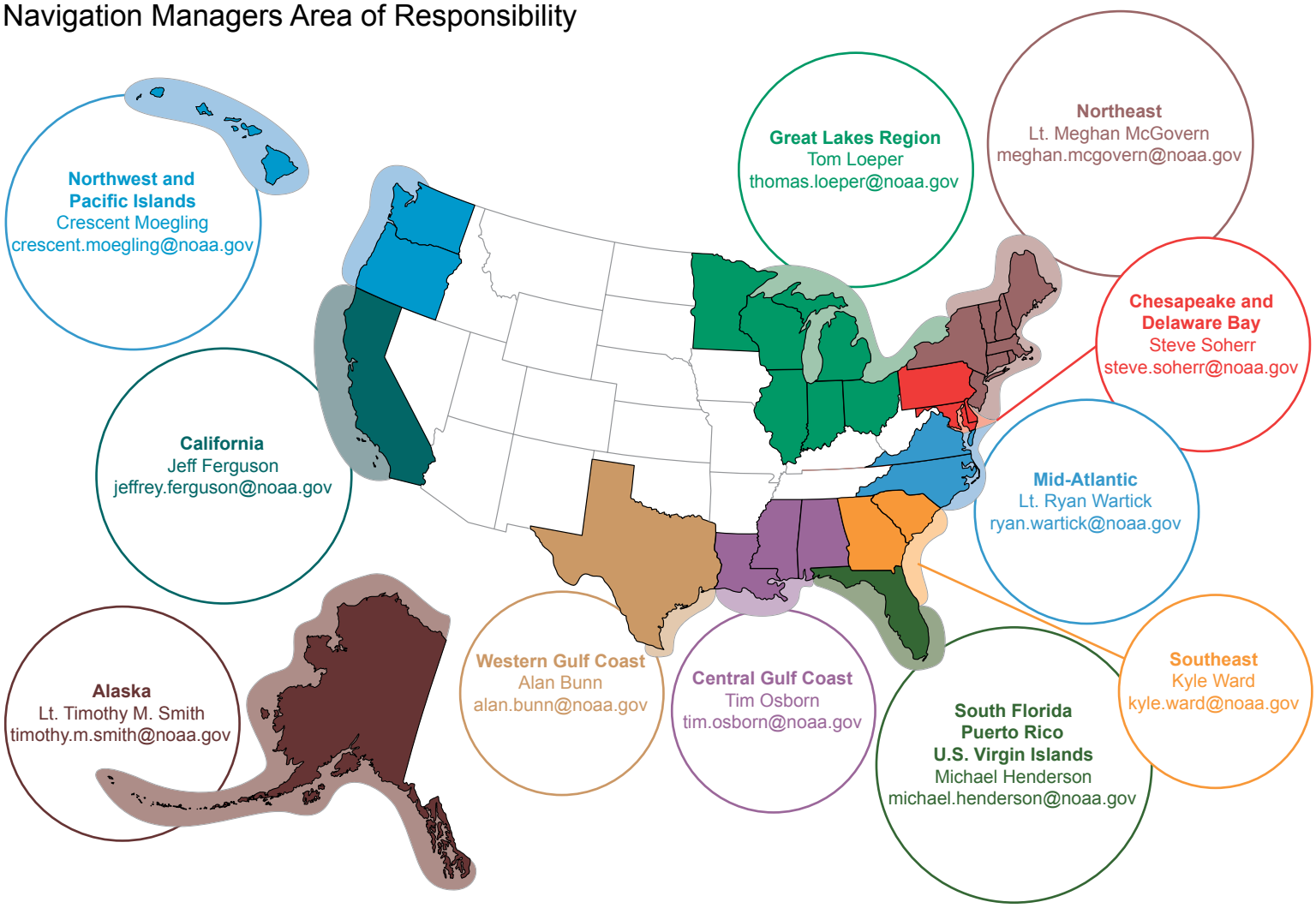


(Selected Excerpts from Coast Pilot)
Valdez Narrows is about 0.8 mile wide, with deep water and bold shores. **Middle Rock,** near the middle of the N end of the narrows and marked by a light, is a pinnacle barely covered at extreme high tides. A shoal, W of the light, extends E from the mainland about 0.3 mile. The shoal consists of a rock covered 3 feet at the inner end, a 2½-fathom depth at the outer end, and a wooded islet in between. The tidal currents in the narrows are too weak and variable to be predicted, however, it is reported that deep-draft tankers maneuvering at the regulated low speed of 6 knots will be affected appreciably by the currents. Speed adjustments may be necessary to lessen the effect of the currents on deep-draft vessels.
Entrance Point, 1 mile N of Jack Bay on the E side of Valdez Narrows, and **Potato Point,** on the W side of the narrows, are marked by lights. **Entrance Island,** 1.2 mile E of Middle Rock, is marked by a light.
Port Valdez is the designation given the body of water extending from Valdez Narrows to the head of the bay.
Valdez Marine Terminal is on the S side of Port Valdez between Jackson Point and **Saw Island,** 0.8 mile to the W. It is the terminus of the Trans-Alaska Pipeline which carries crude oil S from Prudhoe Bay on the Arctic Ocean. The terminal and adjacent waters are within a **Safety Zone.** (See **165.1 through 165.8, 165.20, 165.23, and 165.1701,** chapter 2, for limits and regulations.)
Valdez is on the N shore of Port Valdez about 2 miles from its head. It is at the S end of **Richardson Highway,** which connects with Fairbanks 374 miles N, Anchorage 308 miles W, and Seward 434 miles SW. Open all year, the highway also links with the **Alaska Highway.**
The town of Valdez was formerly at the head of Port Valdez, but was relocated to its present site due to the extensive damage it suffered from the March 1964 earthquake. It is an important gateway to interior Alaska and is the northern most ice-free port in the Western Hemisphere. It serves as the southern terminus for the Trans-Alaska Pipeline, which provides 25% of all U.S. oil. It also has a commercial fishing fleet, and popular for tour and excursion boats.
Channels.–The approach to Valdez is deep and clear of dangers once through Valdez Narrows.
Anchorage.–There are no safe anchorages at Valdez due to the foul ground and high winds that prevail from the W during the afternoons of the summer season. Convenient anchorages in the approaches to Valdez Arm and Port Valdez have been described.
For limits and regulations of Special Anchorage Areas, see Orca Bay, earlier in this chapter and **§110.1** and **§110.233**, chapter 2.
Currents.–The tidal currents are too weak and variable to be predicted. In 1966, however, it was observed that noticeable currents from the Robe River discharging into the SE end of Port Valdez are created at times of low and high stages of the tide. This current affects the area of the Old Valdez waterfront. The current sets 000° with a maximum observed velocity of 2 to 3 knots flowing perpendicular to the ruins of the piers at Old Valdez.
In 1979, it was reported that the surface currents in Port Valdez had a maximum velocity of 0.5 to 1.0 knot.
Pilotage, Valdez.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)
The Valdez pilot station is the "EMERALD ISLAND"; 91 feet long with black hull, white house. "EMERALD ISLAND" monitors VHF-FM channels 16 and 13, 24 hours daily. Contact the vessel directly. The Valdez pilot boats include: the "COLUMBIA", a 61-foot aluminum boat; the "SILVER BULLET", a 31-foot aluminum launch; and the "BARANOF II", a 43-foot trawler with a red hull and white house. All have the word Pilot forward. Vessels picking up a pilot should maintain a speed of about 8 to10 knots and have the pilot ladder 5 feet above the water. The pilot boat displays the appropriate day and night signals when on duty.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

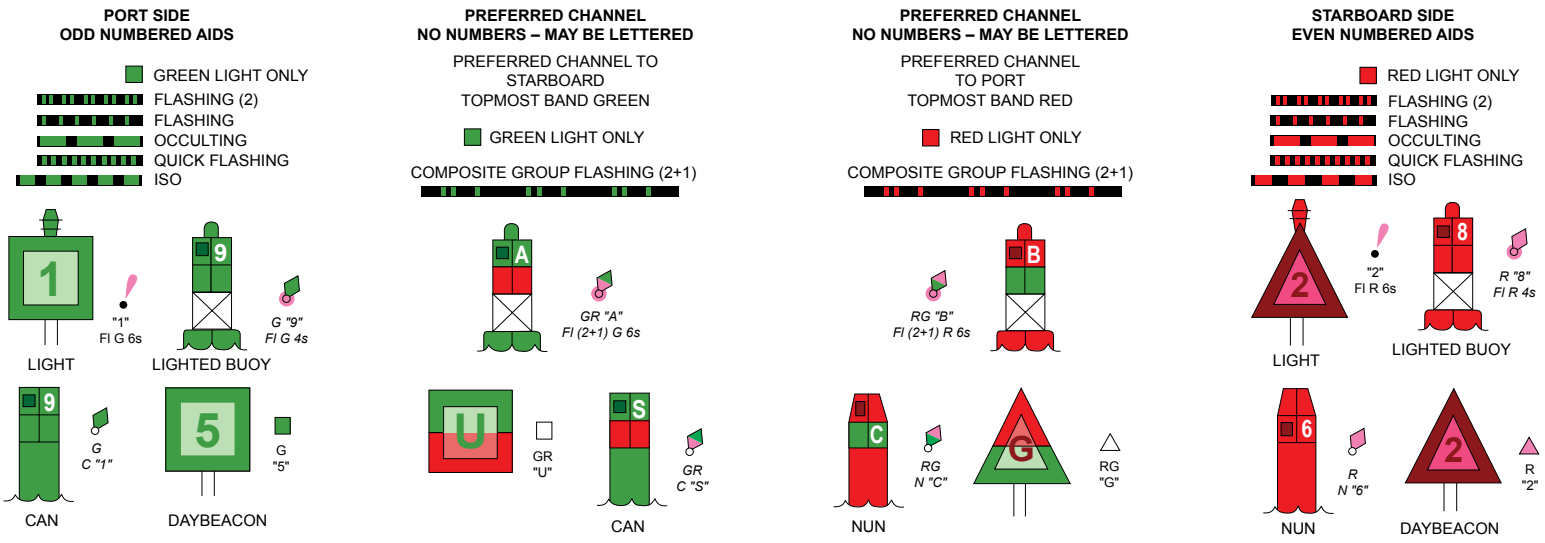


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

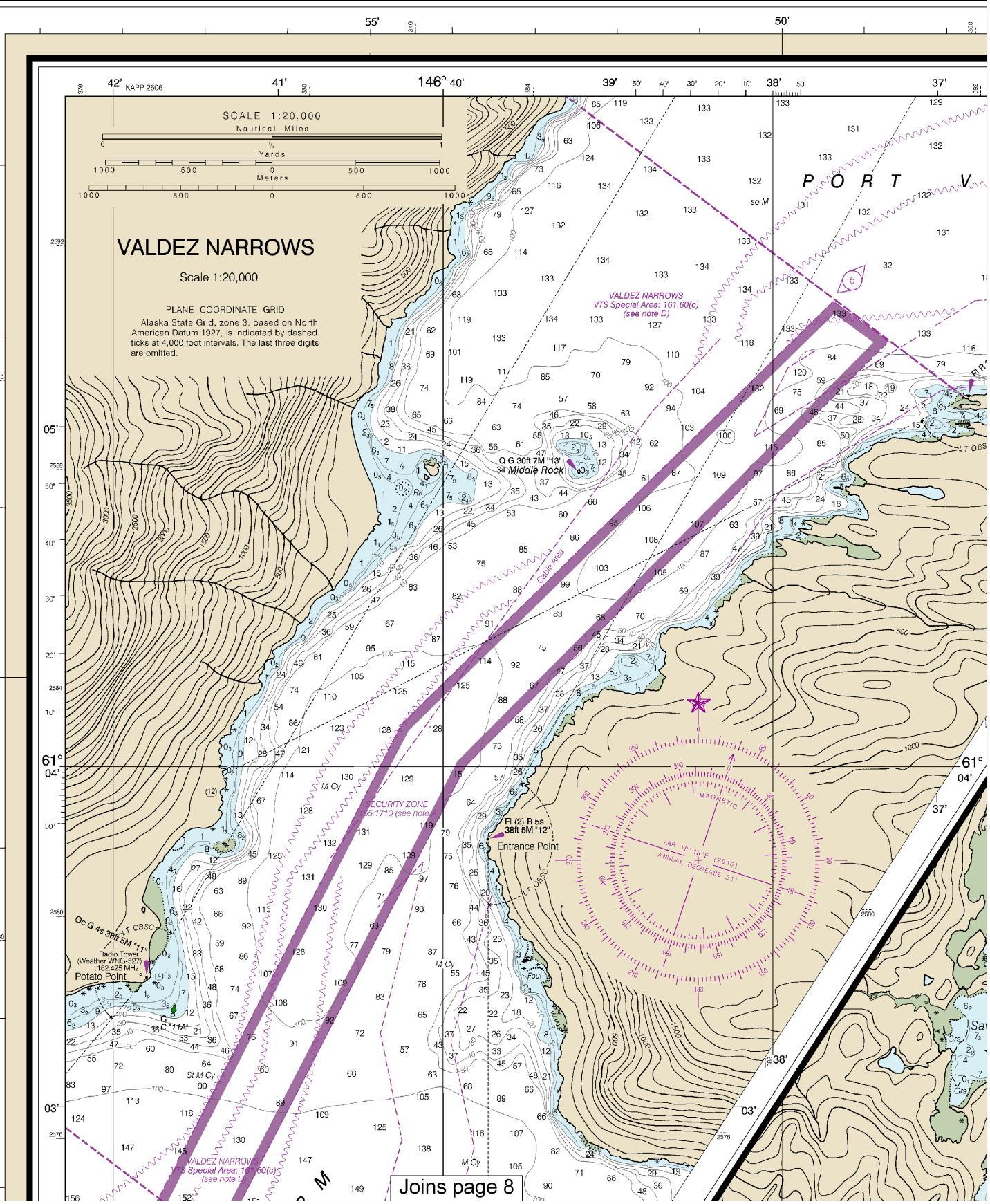
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

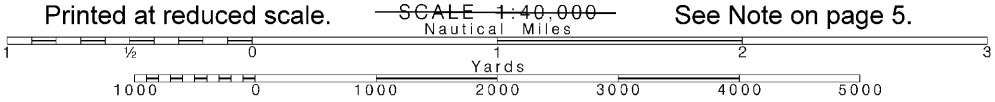
16707



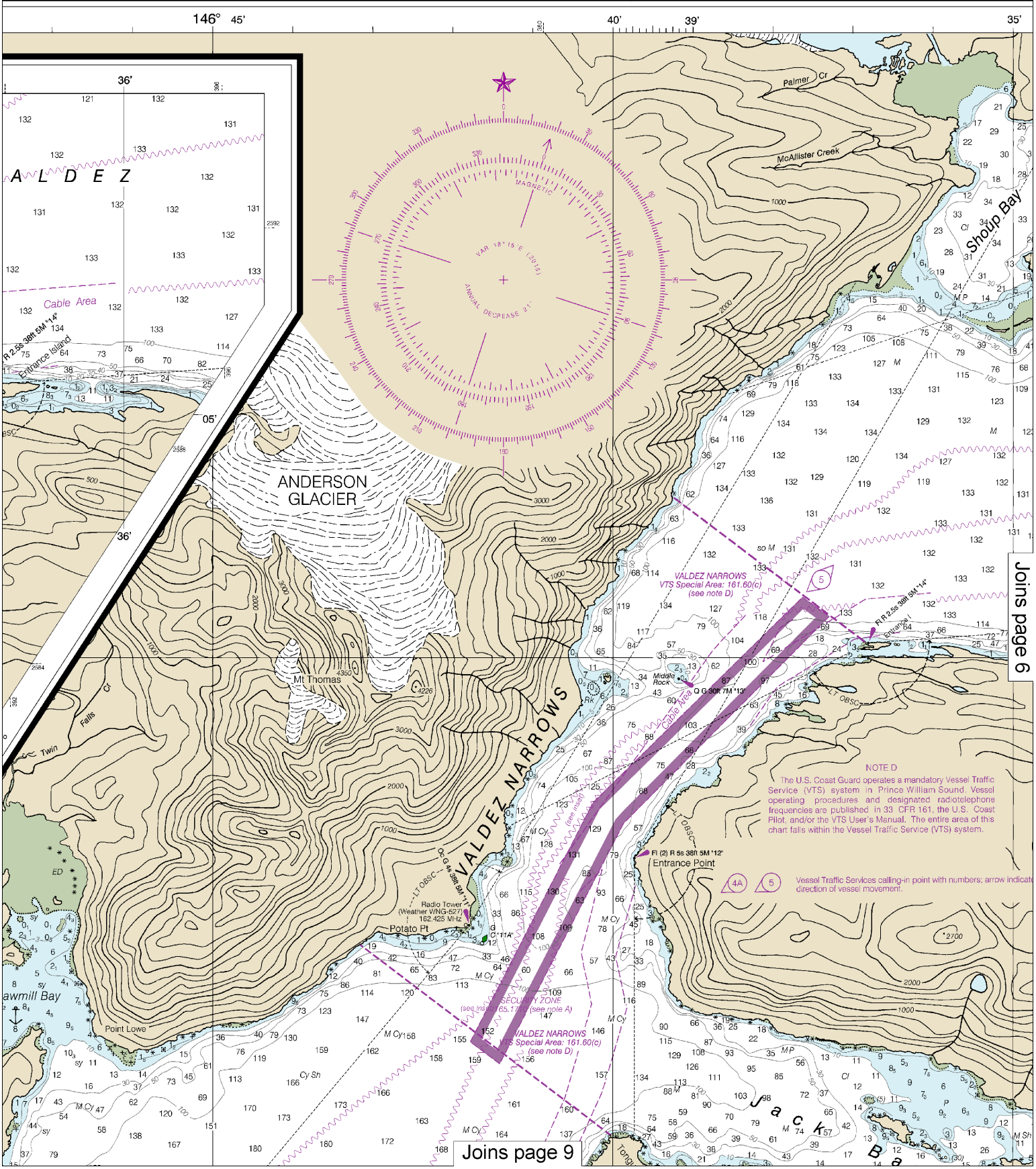
4

Note: Chart grid lines are aligned with true north.

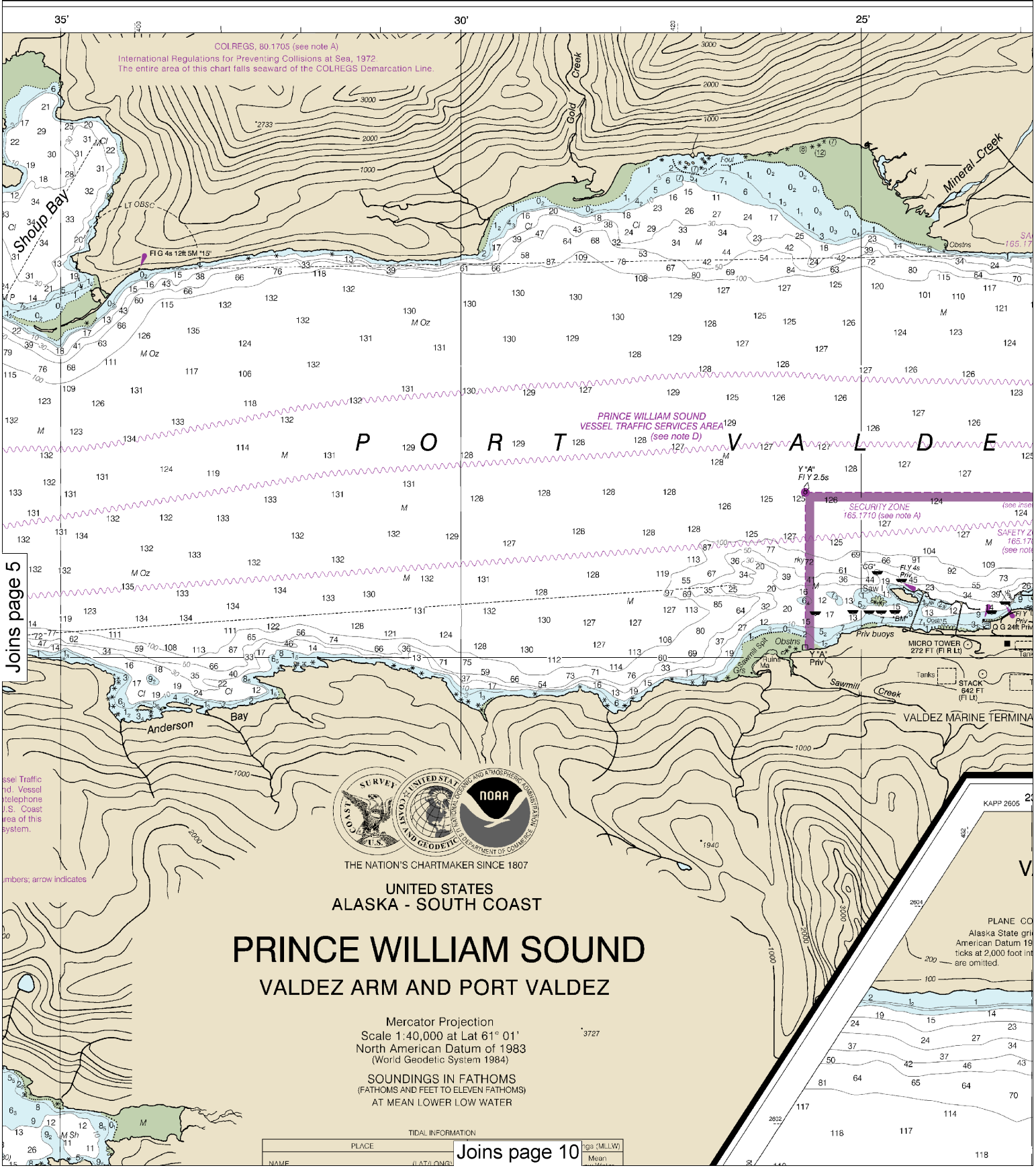
Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles

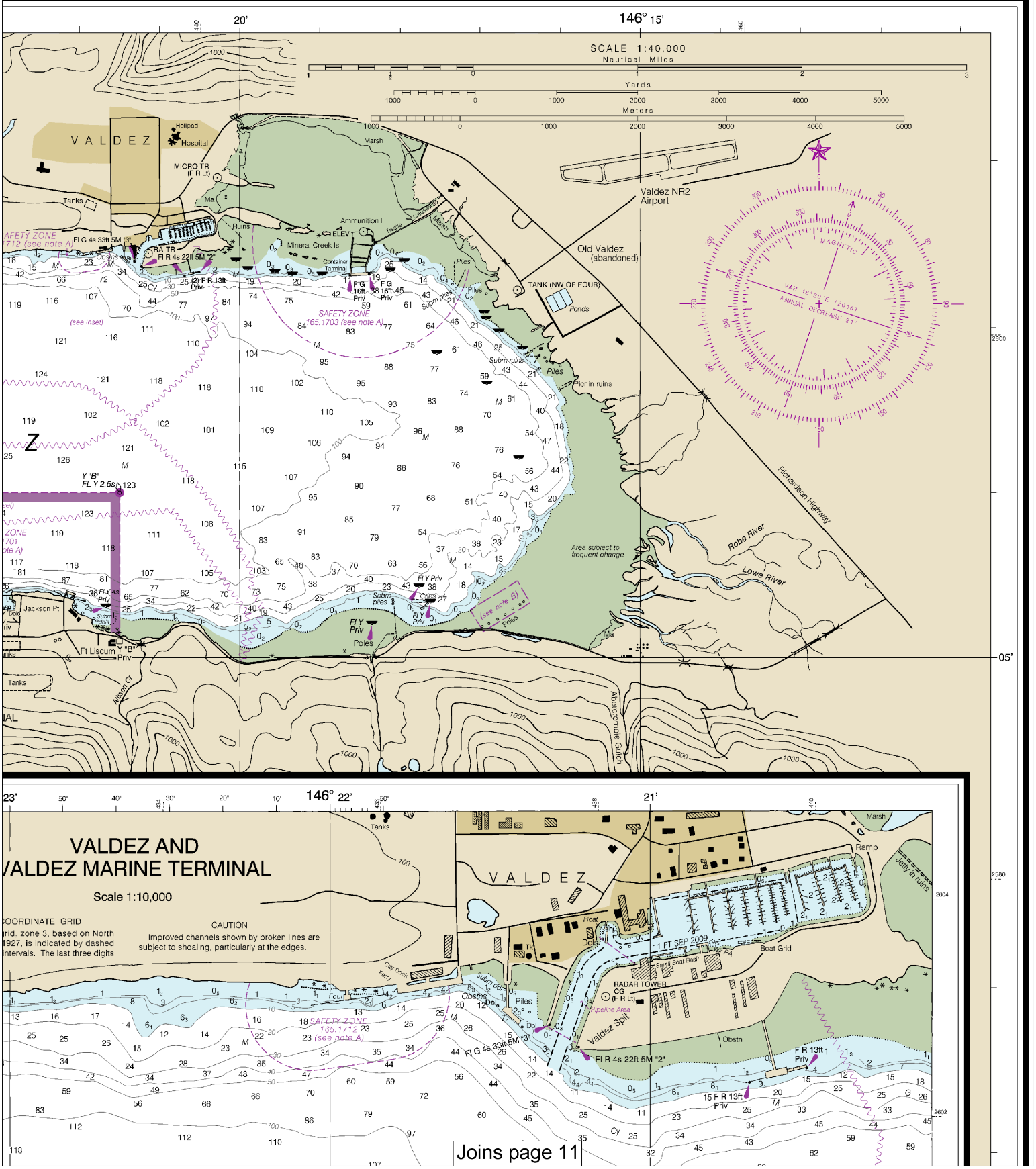
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

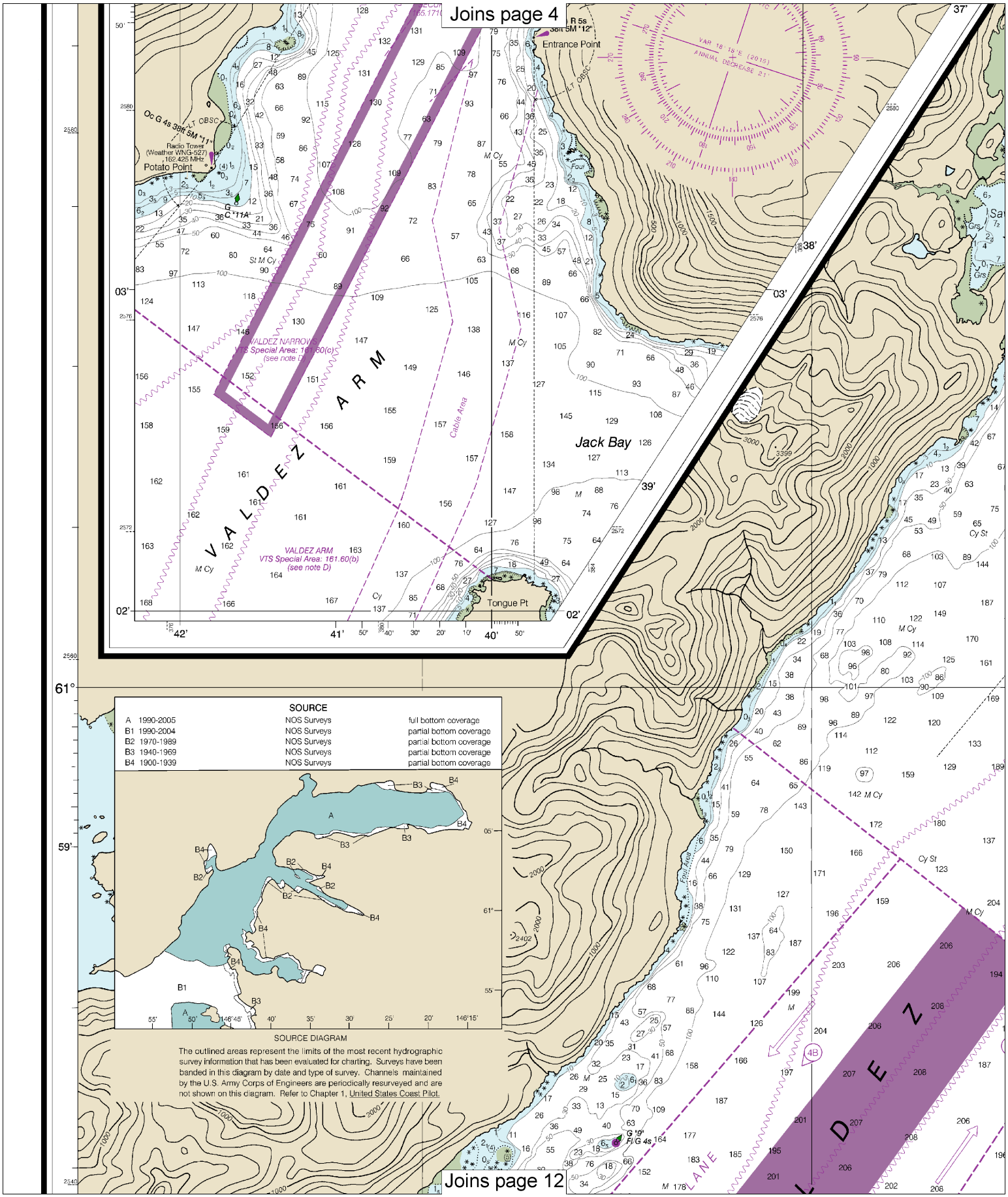
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

Last Correction: 1/7/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



8

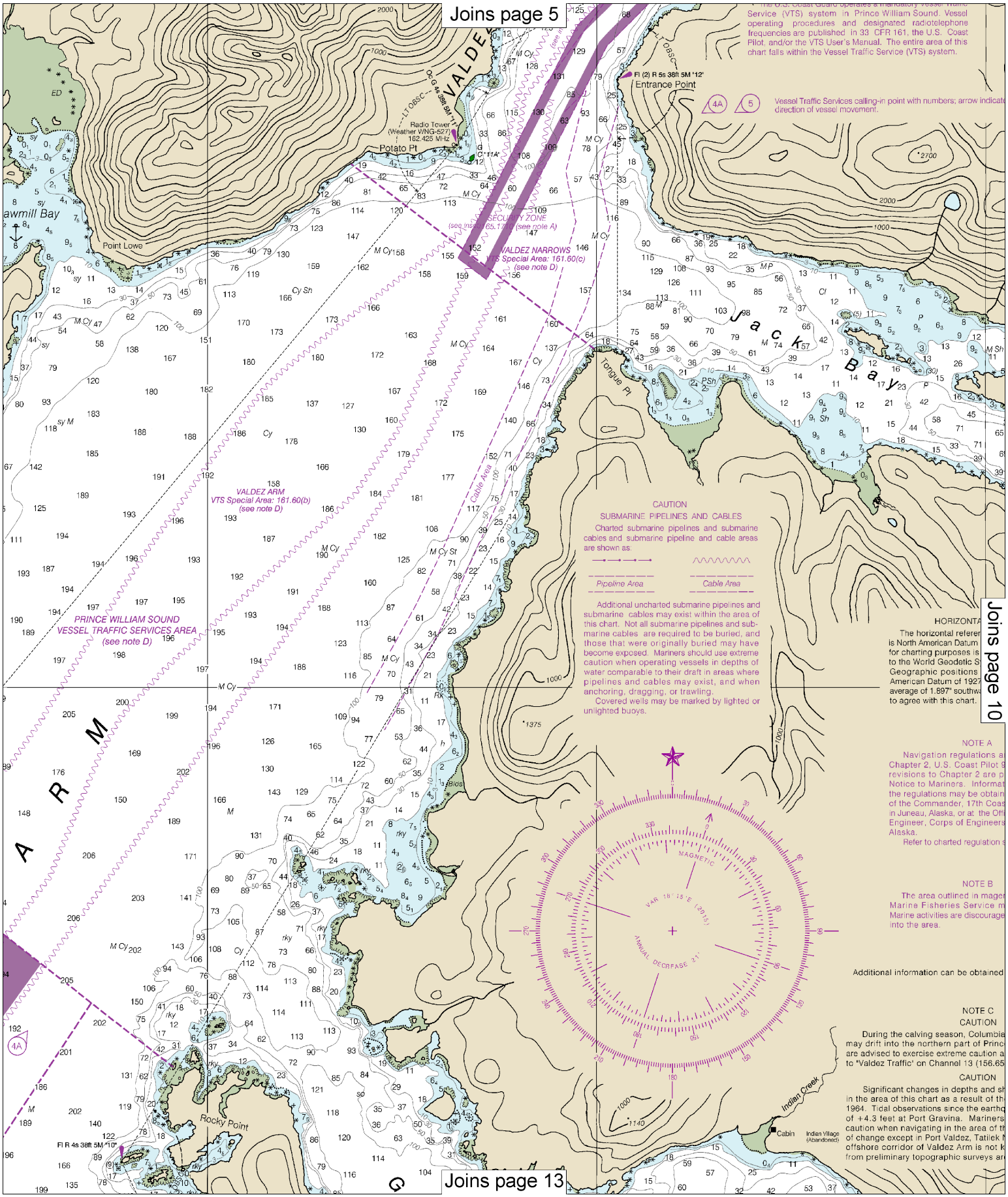
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Entrance Point
Fl (2) R 5s 38ft 5M "12"
Vessel Traffic Services calling-in point with numbers; arrow indicate direction of vessel movement.
Radio Tower (Weather WNG-527) 162.425 MHz
Potato Pt
Point Lowe
Sawmill Bay
VALDEZ NARROWS VTS Special Area: 161.60(c) (see note D)
SECURITY ZONE (see note A)
VALDEZ ARM VTS Special Area: 161.60(b) (see note D)
PRINCE WILLIAM SOUND VESSEL TRAFFIC SERVICES AREA (see note D)
Jack Bay
Torque Pt
Cable Area
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
HORIZONTA
The horizontal referer is North American Datum for charting purposes is to the World Geodetic S Geographic positions American Datum of 1927 average of 1.897" southwa to agree with this chart.
NOTE A
Navigation regulations a Chapter 2, U.S. Coast Pilot S revisions to Chapter 2 are p Notice to Mariners. Informat the regulations may be obtain of the Commander, 17th Coas in Juneau, Alaska, or at the Offi Engineer, Corps of Engineers Alaska.
Refer to charted regulation s
NOTE B
The area outlined in mager Marine Fisheries Service m Marine activities are discourage into the area.
Additional information can be obtained
NOTE C
CAUTION
During the calving season, Columbia may drift into the northern part of Princ are advised to exercise extreme caution a to "Valdez Traffic" on Channel 13 (156.65
CAUTION
Significant changes in depths and sh in the area of this chart as a result of th 1964. Tidal observations since the earthq of +4.3 feet at Port Gravina. Mariners caution when navigating in the area of th of change except in Port Valdez, Tatitlek N offshore corridor of Valdez Arm is not k from preliminary topographic surveys ar
MAGNETIC
VAR 18° 15'E (2015)
ANNUAL DECREASE 2.1'
Indian Creek
Indian Village (Abandoned)
Cabin
Rocky Point
Fl R 4s 38ft 5M "10"
LT OBSC
Cy Sh
M Cy
M Cy St
Rk
Blos
rky
PSh
M Sh
Cl
MP
P
Sy
Sy M
ED
4A
5

Joins page 6

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

VALDEZ ARM AND PORT VALDEZ

Mercator Projection
Scale 1:40,000 at Lat 61° 01'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rocky Point	(60°57'N/146°45'W)	12.1	11.1	:.5
Jack Bay	(61°02'N/146°37'W)	12.1	11.1	:.5
Va dez, Port Valdez	(60°08'N/146°22'W)	12.2	11.2	:.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Feb 2015)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevations of rocks, bridges,landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Joins page 9

ZONTAL DATUM
reference datum of this chart
Datum of 1983 (NAD 83), which
ases is considered equivalent
detic System 1984 (WGS 84).
itions referred to the North
of 1927 must be corrected an
southward and 7.308" westward
chart.

NOTE A
tion regulations are published in
U.S. Coast Pilot 9. Additions or
to Chapter 2 are published in the
Mariners. Information concerning
ions may be obtained at the Office
mander, 17th Coast Guard District
Alaska, or at the Office of the District
Corps of Engineers in Anchorage,
charted regulation section numbers.

NOTE B
a outlined in magenta is a National
sheries Service monitoring site.
vities are discouraged from infringing
ea.

on can be obtained at nauticalcharts.noaa.gov.

NOTE C
CAUTION
g season, Columbia Glacier deposits ice which
thern part of Prince William Sound. Mariners
e extreme caution and to report all ice sightings
Channel 13 (156.65 MHz).

CAUTION
es in depths and shoreline may have occurred
art as a result of the earthquake of March 27,
ons since the earthquake indicate bottom uplift
Gravina. Mariners are urged to use extreme
ing in the area of this chart as the magnitude
ort Valdez, Tatilek Narrows, Jack Bay, and the
Valdez Arm is not known. Important changes
graphic surveys are charted.

SAFETY ZONE
165.1701
(see note A)

P O R T V A

Mud Flats

Joins page 14

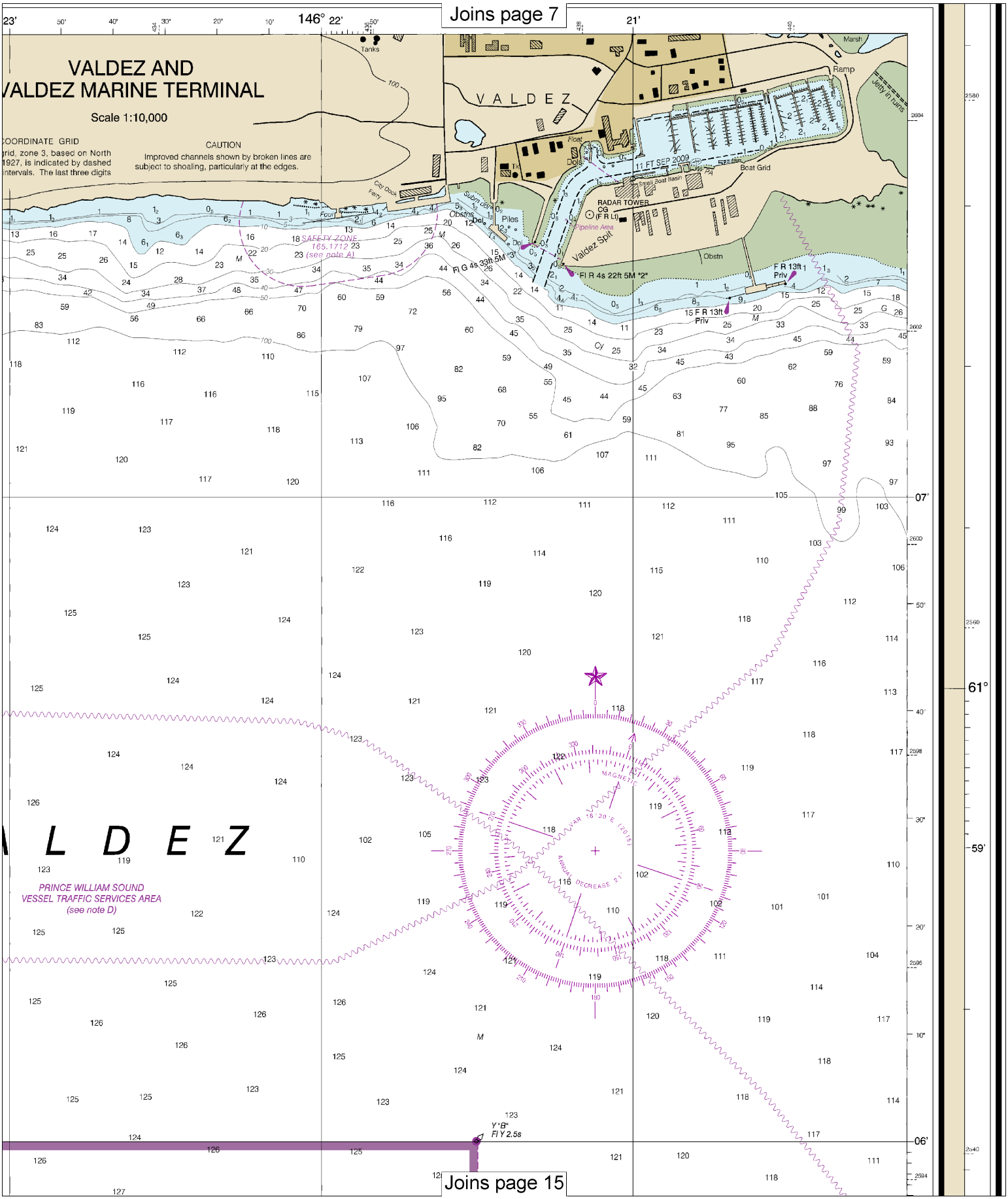
Note: Chart grid lines are aligned with true north.

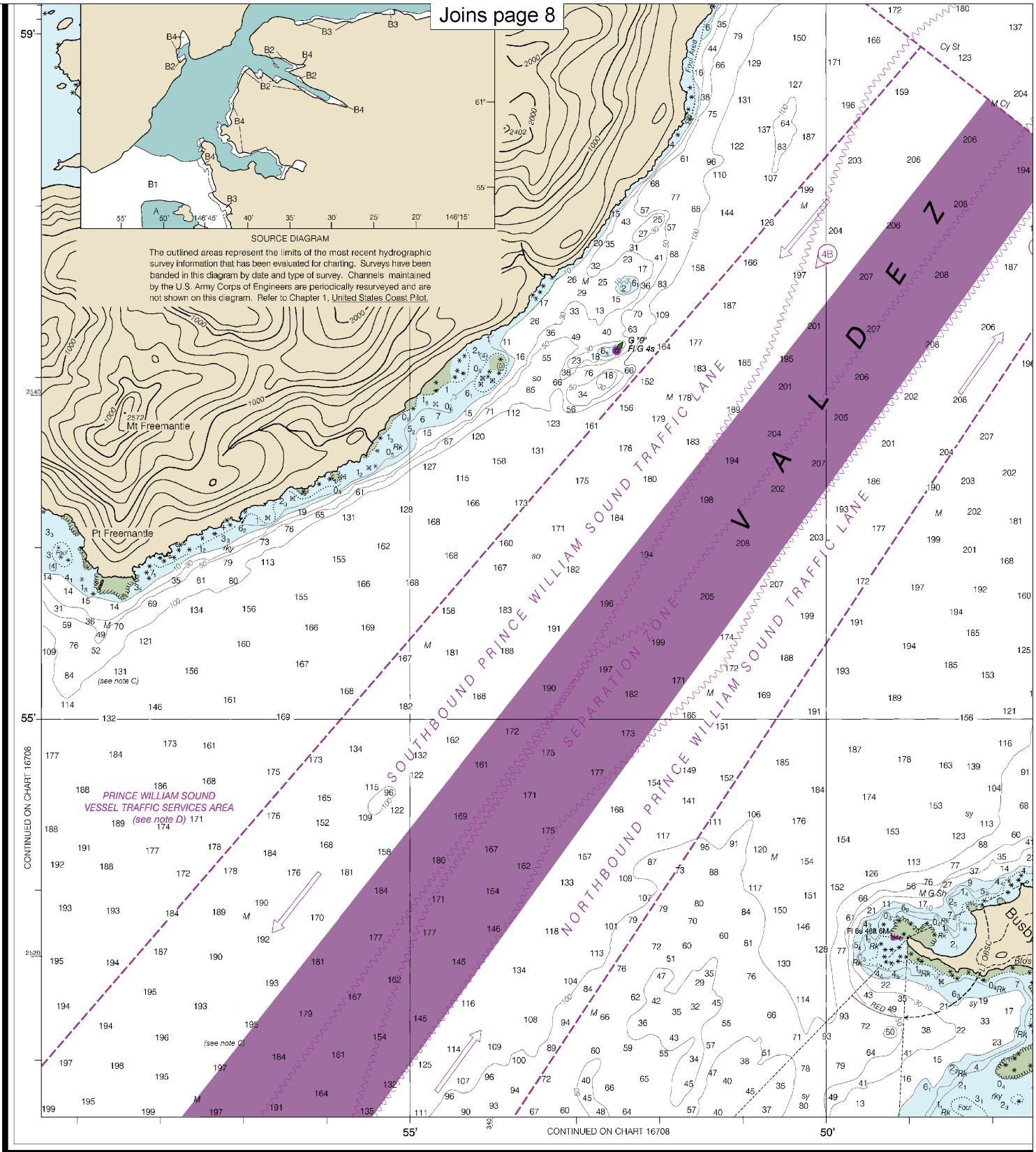
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
VALDEZ AND
VALDEZ MARINE TERMINAL
Scale 1:10,000
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
VALDEZ
Tanks
Marsh
Ramp
Jetty in ruins
Float
Dolphin
11 FT SEP 2009
Small Boat Basin
Boat Grid
RADAR TOWER
CG
Fl R Lt
Pipeline Area
Valdez Spit
Obstn
Piles
Fl R 4s 22ft 5M "2"
Fl G 4s 33ft 5M
15 F R 13ft
Priv
F R 13ft
Priv
City Dock
Ferry
Foul
Subm obstn
Obstn
SAFETY ZONE
165.1712
(see note A)
PRINCE WILLIAM SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)
MAGNETIC
ANNUAL DECREASE 21'
Y "B"
Fl Y 2.5s
Joins page 15



14th Ed., Apr. 2015

16707

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Last Correction: 1/7/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

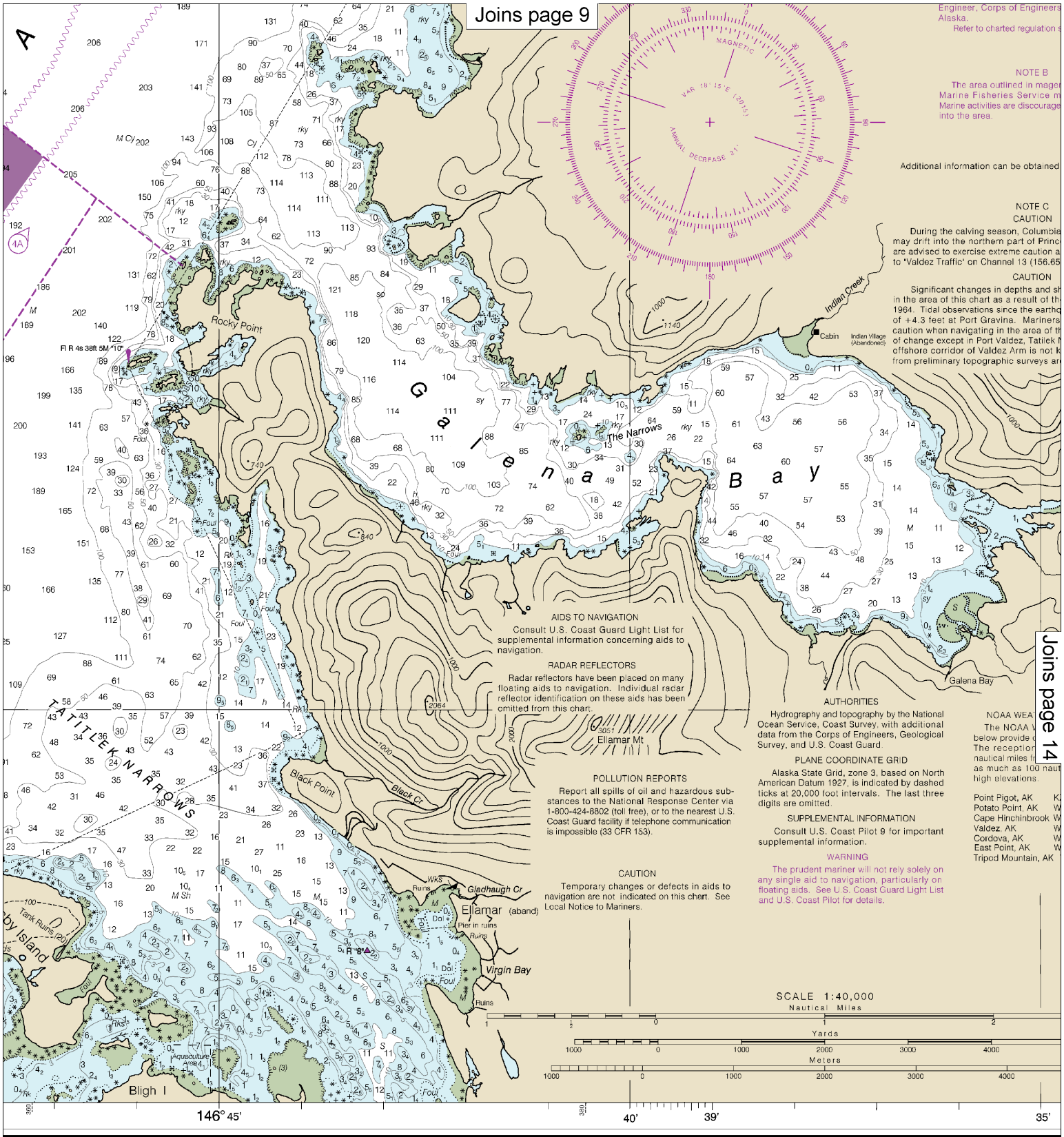
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washingt
U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHE
NATIONAL OCEAN SE
COAST SURVEY

Corps of Engineers in Anchorage.

charted regulation section numbers.

NOTE B

a outlined in magenta is a National sheries Service monitoring site. vities are discouraged from infringing ea.

on can be obtained at nauticalcharts.noaa.gov.

NOTE C

CAUTION

g season, Columbia Glacier deposits ice which thern part of Prince William Sound. Mariners e extreme caution and to report all ice sightings Channel 13 (156.65 MHz).

CAUTION

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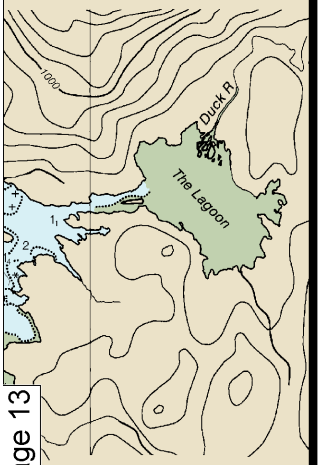


A WEATHER RADIO BROADCASTS

NOAA Weather Radio stations listed ovide continuous weather broadcasts. eption range is typically 20 to 40 miles from the antenna site, but can be much as 100 nautical miles for stations at gh elevations.

oint Pigot, AK	KZZ-93	162.450 MHz
otato Point, AK	WNG-527	162.425 MHz
ape Hinchinbrook	WNG-532	162.525 MHz
ldez, AK	WXJ-63	162.550 MHz
ordova, AK	WXJ-79	162.400 MHz
ast Point, AK	WNG-530	162.500 MHz
ipod Mountain, AK	WNG-715	162.450 MHz

Joins page 13

Joins page 10

P O R T V A

SECURITY ZONE 165.1710 (see note A)

SAFETY ZONE 165.1701 (see note A)

SAFETY ZONE 165.1701 (see note A)

Saw Island

Seal

"CG"

"BM"

Berth No 5

Berth No 4

Priv buoys

Fl Y 4s

Q 35ft

Q R 35ft

Q G 24ft

16 Obstn

5 Obstn

Grs

Ramp

Ponds

MICRO TOWER 272 FT (Fl R Lt)

STACK 642 FT (Fl Lt)

NOTE

Lights along the Valdez Marine Terminal are private.

SCALE 1:10,000

½ Nautical Mile

Yards

Meters

V A L D E Z M A R I N

25'

06'

50'

61° 05'

24'

35'

30'

25'

shed at Washington, D.C.

ARTMENT OF COMMERCE

AND ATMOSPHERIC ADMINISTRATION

ONAL OCEAN SERVICE

COAST SURVEY

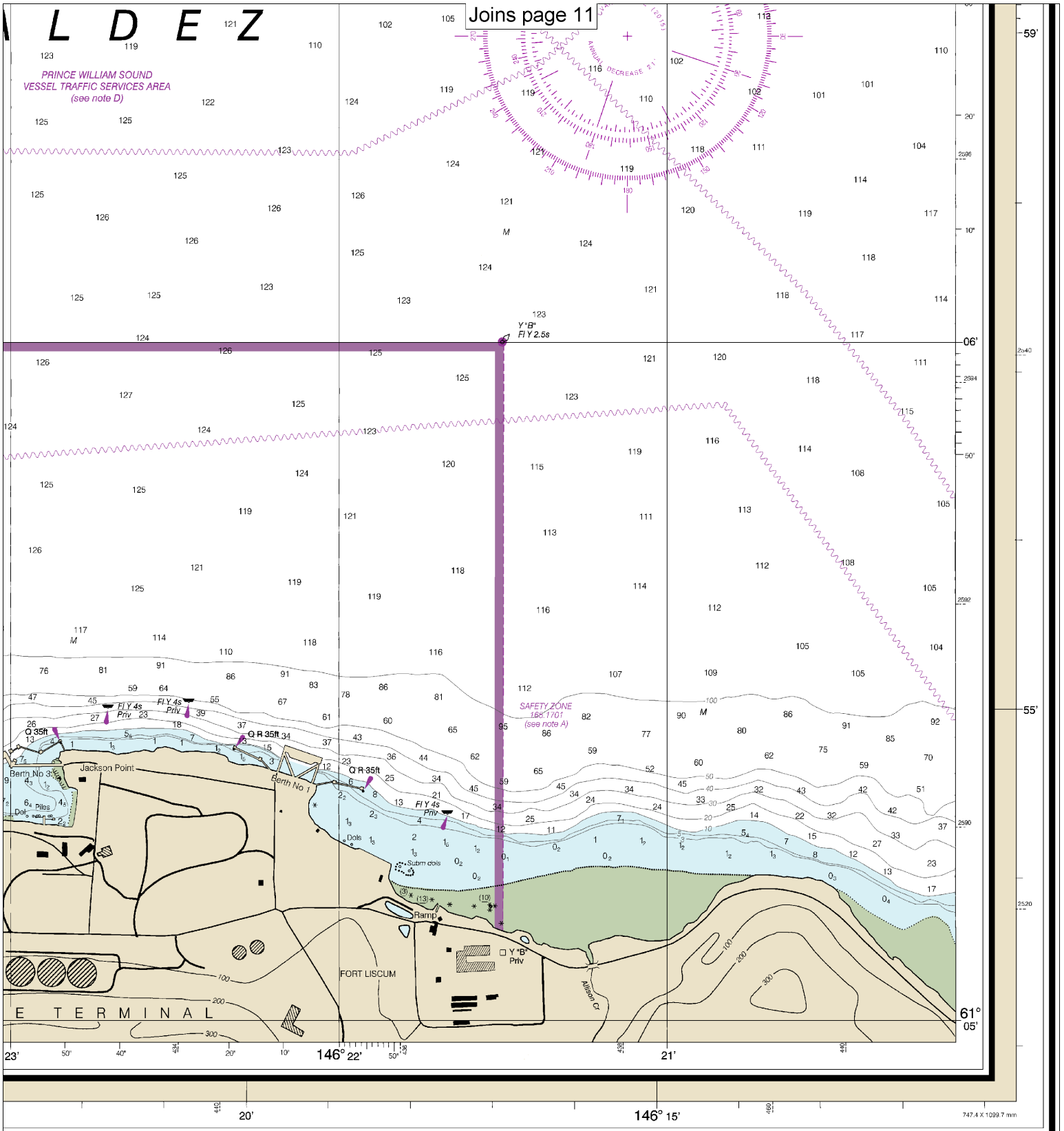
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Valdez Arm and Port Valdez

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16707

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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